

# Front Suspension

## 1971-73 DATSUN 1200

1200 (1971-73)

### DESCRIPTION

Strut type suspension consisting of a vertically mounted strut assembly, lower control arm, stabilizer bar and a compression rod. Strut assembly is mounted at top to chassis frame by means of a thrust bearing, and at bottom to lower control arm by means of a ball joint. Strut assembly consists of a shock absorber built into outer strut tube; a coil spring is mounted on outside of strut tube; wheel spindle is integral with bottom of strut tube. A compression rod is mounted between lower control arm and chassis. A stabilizer bar is mounted to front chassis member and is connected at ends to lower control arm.

### ADJUSTMENT

### WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in *WHEEL ALIGNMENT* Section.

### WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

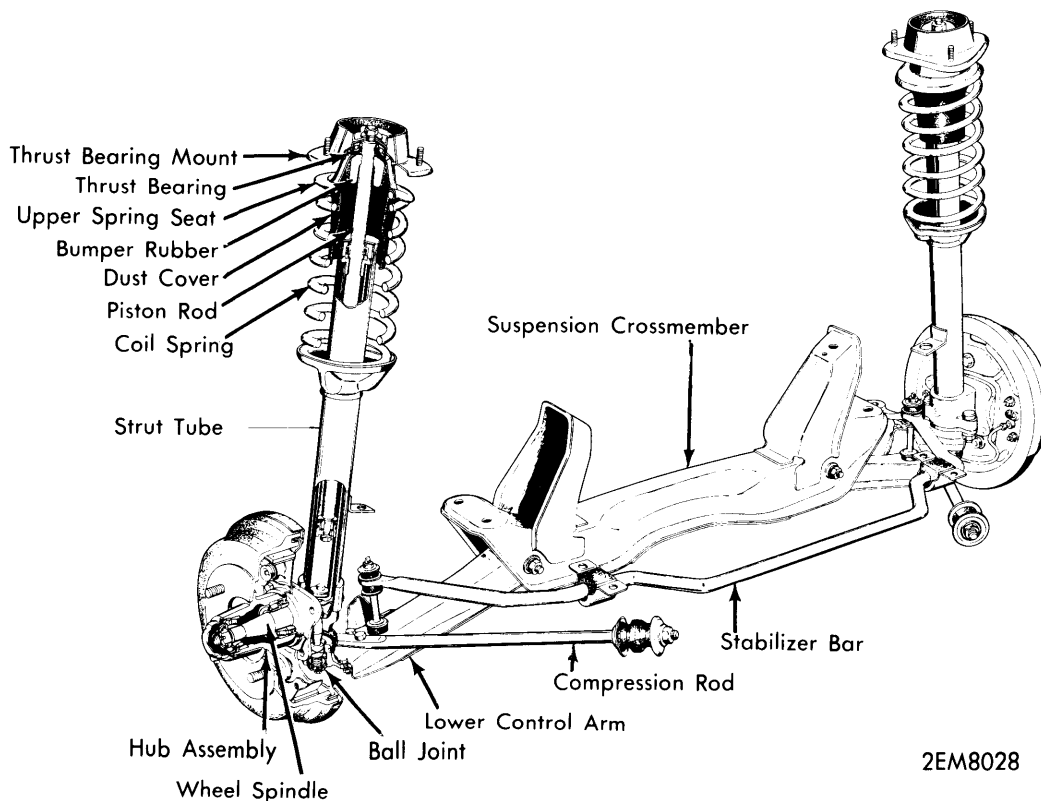
### BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

### REMOVAL & INSTALLATION

#### FRONT AXLE & SUSPENSION ASSEMBLY

**Removal** — Complete front axle and suspension assembly can be removed as one unit. Raise vehicle and support with safety stands. Remove wheel and tire and splash board. Disconnect brake line and remove locking spring to separate brake line from strut assembly. Disconnect stabilizer bar brackets from body. Remove cotter pins and nuts and separate steering rods from steering knuckle arms on both sides. Remove compression rod nuts and remove compression rod from vehicle on both sides. Support engine and remove bolts holding engine to crossmember. Place a jack under center of suspension crossmember and remove bolts retaining crossmember to chassis. Remove self-locking nuts at upper strut mount on both sides and lower jack to remove suspension assembly.



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### DATSUN 1200 FRONT SUSPENSION

## 1971-73 DATSUN 1200 (Cont.)

**Installation** — Front suspension components can now be removed for servicing, components can also be removed individually for servicing. Inspect all rubber bushings and grommets before installing suspension assembly. Installation is a reversal of removal procedure noting the following procedures. Tighten lower control arm mounting bolts and stabilizer bar brackets to specifications while weight of vehicle is on front wheels. Install stabilizer bar so white paint identification mark is on left side of vehicle. Compression rods are marked right hand and left hand, make sure they are installed in appropriate side. Tighten all bolts and nuts to specifications.

### STRUT ASSEMBLY

**Removal** — Raise vehicle and support with safety stands. Remove wheel and tire. Disconnect stabilizer bar at lower control arm by removing lower connecting rod nut. Remove compression rod as previously outlined. Remove two bolts connecting strut assembly to steering arm and separate strut assembly from control arm. Disconnect brake line from strut tube as previously outlined. Remove self-locking nuts at upper strut mount and remove strut assembly from vehicle. **NOTE** — See appropriate brake story in BRAKE SYSTEMS Section for removal of brake assemblies.

**Dissassembly** — Using a suitable holding tool (ST35650000), mount strut assembly in a vise. Compress coil spring, using a suitable spring compressor, enough to turn mounting insulator by hand. Remove piston rod self-locking nut, mounting insulator, thrust bearing, oil seal, upper spring seat and dust cover. With coil spring still compressed, remove from strut tube and remove rubber bumper from piston rod. Depress piston rod to bottom of stroke and using a suitable wrench (ST35500000), remove gland packing from strut tube. Remove O-ring from piston rod guide. Pull piston rod and cylinder assembly upward to remove from strut tube. **NOTE** — Do not remove piston rod and guide from cylinder assembly, it is an assembly and should be serviced as an assembly. Drain oil from cylinder and from strut tube.

**Assembly** — Inspect all components for wear or damage. Clean all parts thoroughly before assembly. Mount strut tube in vise using same holding tool. Two different makes of strut assemblies are employed and different amounts of shock absorber oil is required for correct shock absorber performance. If Ampco (Astugi) is shock absorber make, fill strut tube with 17.1 cu. in. (280 cc) of suitable shock absorber oil (Nisseki Shock Absorber Oil A-2). If Tokico is shock absorber make, fill with 16.2 cu. in. (265 cc) of suitable shock absorber oil (Tokico Light Oil No. 1 D-S). Install O-ring on top of piston rod guide. Using a suitable guide (ST35550000) install gland packing over piston rod with a light coat of multi-purpose grease applied on inner lip of gland packing. Tighten gland packing to specification using same wrench as used during removal adapted to a torque wrench. To correctly bleed strut assembly,

stand vertically with spindle end down and pull piston rod up to end of stroke. Turn strut assembly until spindle end is up and depress piston rod to end of stroke. Do this operation several times until there is no variation of pressure between pulling or depressing of piston rod. Place strut assembly in holding fixture and pull piston rod to end of stroke install rubber bumper to keep in place. Place compressed coil spring over strut assembly and install dust cover, upper spring seat, oil seal, thrust bearing and mounting insulator in that order. Install piston rod self-locking nut and tighten to specification. Release coil spring compressor and raise rubber bumper to bottom of spring seat.

**Installation** — Reverse removal procedure for installation and tighten all bolts and nuts to specifications.

### LOWER CONTROL ARM & BALL JOINT

**Removal** — Raise vehicle and support with safety stands. Remove stabilizer bar and compression rod from lower control arm as previously outlined. Separate steering arm from strut assembly as previously outlined. Remove control arm pivot bolt nut and slide out pivot bolt. Remove control arm from vehicle. Remove two bolts retaining ball joint to control arm and separate ball joint from control arm. Remove nut from ball joint stud and separate ball joint from steering arm. Using suitable control arm bushing remover tools (ST36721000 and ST36722000), press bushing out of control arm.

**Installation** — Using suitable bushing replacement tools (ST36720000 set) press bushing into control arm. Install control arm in reversal of removal procedure but do not tighten bolts and nuts to specifications until weight of vehicle is on front wheels.

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs. (mkg)
Gland Packing .....	70 (9.7)
Piston Rod Self Locking Nut	
1971-72 .....	44 (6.1)
1973 .....	30 (4.1)
Upper Strut Mounting Nuts .....	14 (1.9)
Steering Arm-to-Strut .....	38 (5.3)
Ball Joint Stud Nut .....	48 (6.6)
Ball Joint-to-Lower Control Arm .....	19 (2.6)
Lower Control Arm Pivot Bolt .....	33 (4.6)
Compression Rod-to-Control Arm .....	19 (2.6)
Compression Rod-to-Chassis .....	44 (6.1)
Stabilizer Bar Connecting Rod Nuts .....	8 (1.1)
Stabilizer Bar Brackets .....	8 (1.1)
Suspension Crossmember-to-Chassis .....	26 (3.6)
Suspension Crossmember-to-Engine .....	8 (1.1)